

VERMONT ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Overview

The State of Vermont does not currently offer any incentives for alternative fuel vehicles (AFVs). However, pending legislation would create tax incentives for AFVs and set quotas for AFV additions to the state fleet. Vermont Gas Systems will provide assistance on a case-by-case basis to customers wishing to convert to natural gas vehicles (NGVs). Private and public sponsors also operate the EVermont project, which has focused on improvement of battery thermal management and cabin heating and cooling in electric vehicles. In addition, Vermont has received funding from the U.S. Department of Energy's Heavy-Duty AFV Program, and is testing a compressed natural gas (CNG) bus in school bus service.

State Incentives

At the time of publication, Vermont did not offer any incentives for AFVs. However, a bill is pending in the Vermont legislature to create tax credits for AFVs and refueling equipment, exempt AFVs from sales tax, and establish quotas for AFV additions to the state fleet. Action on this bill is expected in the first half of 1997. Contact Chris Owen, Public Service Department, at (802) 828-4035 for additional information.

Utility/Private Incentives

Vermont Gas Systems will provide assistance on a case-by-case basis to customers wishing to convert to NGVs. For more information, contact John Pifer at (802) 863-4511, extension 316.

Laws & Regulations

Vermont is considering adopting California exhaust emissions requirements.

In 1993, legislation was enacted calling for state agencies to consider the purchase of AFVs when buying new vehicles.

Vermont will move toward a 2% sales requirement for all new cars and light trucks to be zero emission vehicles (ZEVs), or electric cars and trucks. The requirement will not take effect until there is an electric car on the market that meets these four standards:

- Cost of \$19,000 or less (in 1995 dollars)
- Range of 150 miles on a single charge
- Acceleration of 0 to 60 in 15 seconds
- Recharge time of 2 hours or less.

One year after these standards have been met by a car manufacturer, 1% of new car sales are expected to be required to be electric, increasing to 2% thereafter.

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Points of Contact

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